

## Guidelines For the Land Transport of Animals

### Article 1

#### Responsibilities

The welfare of animals during their *transport* is the joint responsibility of all people involved.

The roles of each of those responsible are defined below:

- Owners and managers of animals are responsible for the general health of the animals and their fitness for the *journey*, and their welfare during the *journey*, regardless of whether duties are subcontracted to other parties during *transport*. They are also responsible for ensuring compliance with any required veterinary or other certification, and for the presence during the *journey* of at least one *animal handler* competent for the species being transported, with the authority to take prompt action. They are also responsible for ensuring that equipment and veterinary assistance are provided as appropriate for the species and *journey*.
- Business agents or buying/selling agents have a joint responsibility with owners for the selection of animals that are fit to travel. They have a joint responsibility with market owners and managers of facilities at the start and at the end of the *journey* for the availability of suitable facilities for the assembly, *loading*, *transport*, *unloading* and holding of animals, and for emergencies.
- *Animal handlers* are responsible for the humane handling and care of the animals, especially during *loading* and *unloading*, and for maintaining a journey log. In the absence of a separate animal handler, the driver is the animal handler.
- Transport companies, *vehicle* owners and drivers are responsible for planning the *journey* to ensure the care of the animals:
  - transport companies and vehicle owners are responsible for choosing appropriate *vehicles* and ensuring that properly trained staff are available for *loading* and caring for animals,
  - transport companies and vehicle owners are responsible for developing and keeping up to date contingency plans to address emergencies and minimise stress during *transport*,
  - transport companies and vehicle owners are responsible for producing a journey plan which includes a loading plan, journey duration and location of resting places,
  - drivers are responsible for *loading* only those animals which are fit to travel, for their correct *loading* into the *vehicle* and their inspection during the *journey*, and for appropriate responses to problems arising.

- Managers of facilities at the start and at the end of the *journey*, and at *resting points* are responsible for:
  - providing suitable premises for *loading, unloading* and securely holding the animals, with water and feed when required, until further *transport*, sale or other use (including rearing or slaughter),
  - providing competent animal handlers to load, unload, drive and hold animals in a manner that causes minimum stress and injury,
  - minimising the opportunities for disease transmission,
  - providing appropriate facilities, with water and feed when required,
  - providing appropriate facilities for emergencies,
  - providing facilities for washing and disinfecting *vehicles* after *unloading*,
  - providing facilities and competent staff to allow the humane killing of animals when required,
  - ensuring proper rest times and minimal delay during stops. See Article XXX
- The responsibilities of *Competent Authorities* include:
  - establishing minimum standards for animal welfare, including requirements for inspection of animals before, during and after their *travel*, and appropriate certification and record keeping,
  - approving facilities, *containers* and *vehicles* for the *transport* of animals,
  - setting standards for the competence of drivers, *animal handlers* and managers,
  - ensuring appropriate awareness and training of drivers, *animal handlers* and managers,
  - implementation of the standards, including through accreditation of / interaction with other organisations,
  - monitoring and evaluating the effectiveness of standards of health and other aspects of welfare,
  - monitoring and evaluating the use of veterinary medications.
- All individuals, including veterinarians, involved in transporting animals and the associated handling procedures should receive appropriate training and be competent to meet their responsibilities.

## Article 2

### Competence

- All people handling animals, or who are otherwise responsible for animals during *journeys*, should be competent according to their responsibilities listed in Article 1. Competence may be gained through formal training or practical experience. Competence in areas other than animal welfare would need to be addressed separately.
- The competence of *animal handlers* should be demonstrated through a current certificate from an independent body, accredited by the *Competent Authority*. The certificate should be in one of the OIE official languages if the international *transport* of animals is involved.
- The assessment of the competence of *animal handlers* should at a minimum address knowledge, and ability to apply that knowledge, in the following areas:
  - planning a *journey*, including appropriate *space allowance*, and feed, water and ventilation requirements,
  - responsibilities for animals during the *journey*, including *loading* and *unloading*,
  - sources of advice and assistance,
  - animal behaviour, general signs of disease, and indicators of poor animal welfare such as stress, pain and fatigue, and their alleviation,
  - relevant authorities and applicable transport regulations, and associated documentation requirements,
  - general disease prevention procedures, including cleaning,
  - appropriate methods of driving,
  - methods of inspecting animals, managing situations frequently encountered during *transport* such as adverse weather conditions, and dealing with emergencies,
  - species-specific aspects of animal handling and care, including feeding, watering and inspection,
  - maintaining a journey log and other records.

## Article 3

### Planning the journey

#### General

- Adequate planning is a key factor affecting the welfare of animals during a *journey*.
- Before the journey starts, plans should be made in relation to:
  - preparation of animals for the *journey*,
  - choice of road or rail,
  - nature and duration of the *journey*,
  - *vehicle* / *container* design and maintenance, including roll-on roll-off vessels,
  - required documentation,
  - *space allowance*,
  - rest, water and feed,
  - observation of animals en route,
  - control of disease, and
  - emergency response procedures.
- Regulations concerning drivers (for example maximum driving periods) should be harmonised with maximum transport journey intervals appropriate for the species.

#### Preparation of animals for the journey

- When animals are to be provided with a novel diet or method of water provision during *transport*, an adequate period of adaptation should be planned.
- Animals should be exposed to appropriate contact with humans and handling conditions (including methods of restraint) prior to *transport* to reduce their fearfulness and improve their approachability (see Article 5).
- Behaviour-modifying compounds (such as tranquillisers) should not be used routinely during *transport*. Such compounds should only be administered when a problem exists in an individual animal, and should be administered by a veterinarian or other person who has been instructed in their use by a veterinarian.

#### Nature and duration of the journey

- The maximum duration of a *journey* should be determined according to:
  - the ability of the animals to cope with the stress of *transport* (such as very young, old, lactating or pregnant animals),
  - the animals' previous transport experience,
  - the onset of fatigue,

- the need for special attention,
- the need for feed and water,
- the increased susceptibility to injury and disease,
- *space allowance*, vehicle design, road conditions, driving quality,
- weather conditions.

### **Vehicle and container design and maintenance**

- *Vehicles* and *containers* used for the *transport* of animals should be designed, constructed and fitted as appropriate to the species, size and weight of the animals to be transported; special attention should be paid to the avoidance of injury to animals through the use of secure smooth fittings free from sharp protrusions. The avoidance of injury to drivers and *animal handlers* while carrying out their responsibilities should be emphasised.
- *Vehicles* and *containers* should be designed with the structures necessary to provide protection from adverse weather conditions and to minimise the opportunity for animals to escape.
- In order to minimise the likelihood of the spread of pathogenic agents during transport, *vehicles* and *containers* should be designed to permit thorough cleaning and disinfection, and the containment of faeces and urine during a *journey*.
- *Vehicles* and *containers* should be maintained in good mechanical and structural condition.
- *Vehicles* and *containers* should *have* adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported; the ventilation system should be capable of operating when the *vehicles* is stationary and the air flow should be adjustable.
- *Vehicles* should be designed so that the faeces or urine from animals on upper levels do not soil animals on lower levels, nor their feed and water.
- When *vehicles* are carried on board ferries, facilities for adequately securing them should be available.
- If feeding or watering while the *vehicle* is moving is required, adequate facilities on the *vehicle* should be available.
- Suitable bedding should be added to vehicle floors to assist absorption of urine and faeces, to minimise slipping by animals, and protect animals (especially young animals) from hard flooring surfaces and adverse weather conditions.

### **Special provisions for transport in vehicles (road and rail) on roll-on/roll-off vessels or for containers**

- *Vehicles* and *containers* should be equipped with a sufficient number of adequately designed, positioned and maintained securing points enabling them to be securely fastened to the *vessel*.
- *Vehicles* and *containers* should be secured to the ship before the start of the sea journey to prevent them being displaced by the motion of the vessel.

- Roll-on/roll-off vessels should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported, especially where the animals are transported in a secondary *vehicle/container* on enclosed decks.

### Space allowance

- The number of animals which should be transported on a *vehicle* or in a *container* and their allocation to different compartments should be determined before the *vehicle* or *container* is loaded.
- The space required on a *vehicle* or in a *container* depends upon whether or not the animals need to lie down (for example pigs, camels and poultry), or to stand (horses). Animals which will need to lie down often stand when first loaded or when the *vehicle* is driven with too much lateral movement or sudden braking.
- When animals lie down, they should all be able to adopt a comfortable, normal lying posture which allows necessary thermoregulation.
- When animals are standing, they should have sufficient space to adopt a balanced position without body contact with other animals.
- The amount of headroom necessary depends on the species of animal. Each animal should be able to assume its natural position for *transport* (including during *loading* and *unloading*) without coming into contact with the roof or upper deck of the *vehicle*.
- Calculations according to the *space allowance* permitted for each animal should be carried out, using the figures given in these guidelines (see Appendix XXX) or, in their absence, in a relevant national or international document. The size of already established groups will affect the number and size of the pens, and the distribution of animals in pens on the *vehicle*.
- Other factors which may influence *space allowance* include:
  - *vehicle / container* design
  - length of journey
  - need to provide feed and water on the *vehicle*
  - quality of roads
  - expected weather conditions.

### Rest, water and feed

- There should be planning for the availability of suitable water and feed during the *journey*. Feed should be of appropriate quality and composition for the species, age, condition of the animals, climatic conditions, etc.
- Animals should be rested at *resting points* at appropriate intervals during the *journey*. The type of transport and species being transported should determine the frequency of rest stops and whether the animals are unloaded. There should be planning for water and feed availability during rest stops.

### **Ability to observe animals en route in relation to journey duration**

- Animals should be positioned to enable each animal to be observed regularly during the *journey* to ensure their safety and good welfare.
- If the animals are in crates or on multi-tiered vehicles which do not allow free access for observation, for example where the roof of the tier is too low (i.e. less than 1.3 m), animals cannot be inspected adequately, and serious injury or disease could go undetected. In these circumstances, a shorter journey duration should be allowed, and the maximum duration will vary according to the rate at which problems arise in the species and under the conditions of transport.

### **Control of disease**

- As animal transport is often a significant factor in the spread of infectious diseases, journey planning should take the following into account:
  - mixing of animals from different sources in a single consignment should be minimised,
  - contact at *resting points* between animals from different sources should be avoided,
  - when possible, animals should be vaccinated against diseases to which they are likely to be exposed at their destination,
  - medications used prophylactically or therapeutically should only be administered by a veterinarian or other person who has been instructed in their use by a veterinarian.

### **Emergency response procedures**

- Appropriate contingency plans to address emergencies should be prepared in advance (see Article 7).

### **Other considerations**

- Extreme weather conditions are hazardous for animals undergoing *transport* and require appropriate vehicle design to minimise risks. Special precautions should be taken for animals that have not been acclimatised or which are unsuited to either hot or cold conditions. In some extreme conditions of heat or cold, animals should not be transported at all.
- In some circumstances, transportation during the night may reduce thermal stress or the adverse effects of other external stimuli.

## Article 4

### Documentation

- Animals should not be loaded until the required documentation is complete.
- The documentation accompanying the consignment should include:
  - journey travel plan,
  - date, time, and place of *loading* and *unloading*,
  - veterinary certification, when required,
  - driver's competencies,
  - identities of the animals transported to allow traceback of individual animals to the premises of departure, and where possible to the premises of origin,
  - details of any animals considered 'at risk' (Article 5),
  - documentation of the period of rest, and access to feed and water, prior to the *journey*,
  - *stocking density* estimate for each load in the consignment,
  - the journey log - daily record of inspection and important events, including records of morbidity and mortality, climatic conditions, rest stops, travel time and distance, feed and water offered and estimates of consumption, medication provided, and mechanical defects.
- When veterinary certification is required to accompany consignments of animals, it should include:
  - appropriate animal identification (description, number, etc.),
  - health status including test, treatment and vaccination status
  - when required, details of disinfection carried out.

At the time of certification, the veterinarian should notify the animal handler of any factors affecting the animals' fitness to travel for a particular journey.

## Article 5

### Pre-journey period

#### General

- Pre-journey rest is necessary if the welfare of animals has become poor during the collection period because of the physical environment or the social behaviour of the animals.
- Feed and water should be provided pre-journey if the journey duration is greater than the normal inter-feeding and drinking interval for the animal. Recommendations for specific species are described in detail in Article XXX.
- When animals will be provided with a novel diet or method of water provision during or after *transport*, an adequate period of pre-exposure is necessary.
- Before each *journey*, *vehicles* and *containers* should be thoroughly cleaned and, if necessary, treated for animal health and public health purposes, using methods approved by the *Competent Authority*. When cleaning is necessary during a *journey*, this should be carried out with the minimum of stress to the animals.
- Where an *animal handler* believes that there is a significant risk of disease among the animals to be loaded or significant doubt as to their fitness to travel, the animals should be inspected by a veterinarian.

#### Selection of compatible groups

- Compatible groups should be selected before *transport* to avoid adverse animal welfare consequences. The following guidelines should be applied when assembling groups of animals:
  - animals reared together should be maintained as a group; animals with a strong social bond should be transported together,
  - animals of the same species should not be mixed if there is a significant likelihood of aggression; aggressive individuals should be segregated (recommendations for specific species are described in detail in Article XXX). For some species, animals from different groups should not be mixed because poor welfare occurs unless they have established a social structure,
  - young or small animals should be separated from older or larger animals, with the exception that dam and offspring should be transported together,
  - animals with horns or antlers should not be mixed with animals lacking horns or antlers,
  - animals of different species should not be mixed unless they are judged to be compatible.

### **Shelter in the assembly/holding area**

- Assembly/holding areas should be designed to:
  - securely hold the animals,
  - maintain a safe environment from hazards, including predators and disease,
  - protect animals from exposure to severe weather conditions,
  - allow for maintenance of social groups, and
  - allow for rest, and appropriate water and feed.

### **Effect of travel experience, long and short term**

- Consideration should be given to an animal's previous transport experience, training and conditioning as these may reduce fear and stress in animals. Animals that are carefully and regularly transported may show less adverse responses to transport.
- Exposure to familiar personnel should reduce the fearfulness of animals and improve their approachability during transport procedures.

### **Fitness to travel**

- Each animal should be inspected by a veterinarian or an *animal handler* to assess fitness to travel. Animals found unfit to travel should not be loaded onto a *vehicle*, except for transport to receive veterinary treatment.
- Humane and effective arrangements should be made by the owner or agent for the handling and care of any animal rejected as unfit to travel.
- Animals that are unfit to travel include:
  - those that are sick, injured, weak, disabled or fatigued,
  - those that are unable to stand unaided and bear weight on each leg,
  - those that are blind in both eyes,
  - those that cannot be moved without causing them additional suffering,
  - pregnant animals which are likely to give birth during the *journey*,
  - those whose body condition would result in poor welfare because of the expected climatic conditions.
- Risks during *transport* can be reduced by selecting animals best suited to the conditions of travel and those that are acclimatised to expected weather conditions.

- Animals ‘at risk’ which require special conditions (such as in the design of facilities and vehicles, and the length of the journey) and additional attention during *transport*, may include:
  - large or obese individuals,
  - very young or old animals,
  - excitable or aggressive animals,
  - animals which have had little contact with humans,
  - animal subject to motion sickness,
  - females in late pregnancy or heavy lactation; dam and offspring,
  - those with a history of exposure to stressors or pathogenic agents prior to *transport*.

### **Specific species requirements**

Transport procedures should be able to take account of variations in the behaviour of the species. Flight zones, social interactions and other behaviour vary significantly among species and even within species. Facilities and handling procedures that are successful with one species are often ineffective or dangerous with another.

- Recommendations for specific species are described in detail in Article XXX.

## Article 6

### Loading

#### Experienced supervision

- Since *loading* has been shown to be the procedure most likely to be the cause of poor welfare in transported animals, the methods to be used should be carefully planned.
- *Loading* should be supervised by *animal handlers*. These *animal handlers* should ensure that animals are loaded quietly and without unnecessary noise, harassment or force, and that untrained assistants or spectators do not impede the process.
- When *containers* are loaded onto a *vehicle*, this should be carried out in such a way to avoid poor animal welfare.

#### Facilities

- The facilities for *loading* including the collecting area, races and loading ramps should be designed and constructed to take into account the needs and abilities of the animals with regard to dimensions, slopes, surfaces, absence of sharp projections, flooring, etc.
- Loading facilities should be properly illuminated to allow the animals to be observed by the *animal handler(s)*, and to allow the animals' ease of movement at all times. Facilities should provide uniform lighting directly over approaches to sorting pens, chutes, loading ramps, with brighter lighting inside *vehicles* / *containers*, in order to minimise baulking. Dim lighting may be advantageous for the catching of poultry and some other animals.
- Ventilation during *loading* and the *journey* should provide for fresh air, the removal of excessive heat, humidity and noxious fumes (such as ammonia and carbon monoxide), and the prevention of accumulations of ammonia and carbon dioxide. Under warm and hot conditions, ventilation should allow for the adequate convective cooling of each animal. In some instances, adequate ventilation can be achieved by increasing the *space allowance* for animals.

#### Goads and other aids

- The following principles should apply:
  - Animals which have little or no room to move should not be subjected to physical force or goads and other aids which compel movement.
  - Useful and permitted aids include panels, flags, plastic paddles, flappers (a length of cane with a short strap of leather or canvas attached), plastic bags and metallic rattles; they should be used in a manner sufficient to encourage and direct movement of the animals but without physical contact with them.
  - Painful procedures (including whipping, tail twisting, use of nose twitches, pressure on eyes, ears or external genitalia), or the use of unsuitable goads or other aids (including sticks with sharp ends, lengths of metal piping, fencing wire or heavy leather belts), should not be used to move animals.

- The use of goads which administer electric shocks should be discouraged, and restricted to that necessary to assist movement of the animal. Such use should be limited to battery-powered goads on the hindquarters of adult pigs and cattle, and never on sensitive areas such as the eyes, mouth, ears, anogenital region or belly. Such instruments should not be used on other animals.
- The use of muzzled, well trained dogs to help with the *loading* of some species may be acceptable.
- The throwing or dropping of animals, or their lifting or dragging by their tail, head, horns, ears, limbs, wool, hair or feathers should not be permitted. The manual lifting of small animals is permissible.

## **Article 7**

### **Travel**

- Drivers and *animal handlers* should check the load immediately before departure to ensure that the animals have been properly loaded. Each load should be checked again early in the trip and adjustments made as appropriate. Periodic checks should be made throughout the trip.
- Drivers should utilise smooth, defensive driving techniques, without sudden turns or stops, to minimise uncontrolled movements of the animals.

### **Methods of restraining or containing animals**

- Methods of restraining animals should be appropriate to the species involved and the training of the individual animal.
- Recommendations for specific species are described in detail in Article XXX.

### **Regulating the environment within vehicles or containers**

- Animals should be protected against harm from hot or cold conditions during *travel*. Effective ventilation procedures for maintaining the animals' environment within *vehicles* or *containers* will vary according to whether conditions are cold, hot and dry or hot and humid, but in all conditions a build-up of noxious gases should be prevented. Specific temperature and humidity parameters are described in detail in Appendix XXX.
- The animals' environment in hot weather can be regulated by the flow of air produced by the movement of the *vehicle*. In warm and hot weather, the duration of journey stops should be minimised and *vehicles* should be parked under shade, with maximal ventilation.
- To minimise slipping and soiling, and maintain a healthy environment, urine and faeces should be removed from floors when necessary and disposed of in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.

### **Sick, injured and dead animals**

- A driver or *animal handler* finding sick, injured or dead animals should act according to a predetermined emergency response plan (see Appendix XXX).
- If possible, sick or injured animals should be segregated.
- Ferries (roll-on roll-off) should have procedures to treat sick or injured animals during the *journey*.
- In order to reduce the likelihood that animal transport will increase the spread of infectious disease, contact between transported animals, or the products of the transported animals, and other farm animals should be minimised.
- During the *journey*, when disposal of a dead animal becomes necessary, this should be carried out in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
- When euthanasia is necessary, the driver or *animal handler* should ensure that it is carried out humanely, and results in immediate death. When necessary, assistance should be sought from a veterinarian or other person(s) competent in euthanasia procedures. Recommendations for specific species are described in the Chapter on humane killing of animals for disease control purposes.

### **Water and feed requirements**

- If journey duration is such that feeding or watering is required or if the species requires feed or water throughout, access to suitable feed and water for all the animals carried in the *vehicle* should be provided. There should be adequate space for all animals to move to the feed and water sources and due account taken of likely competition for feed.
- Recommendations for specific species are described in detail in Article XXX.

### **Rest periods and conditions including hygiene**

- Animals that are being transported should be rested at appropriate intervals during the *journey* and offered feed and water, either on the *vehicle* or, if necessary, unloaded into suitable facilities.
- Suitable facilities should be used en route, when resting requires the *unloading* of the animals. These facilities should meet the needs of the particular animal species and should allow access of all animals to feed and water.

### **In-transit observations**

- Animals being transported by road should be observed soon after a *journey* is commenced and whenever the driver has a rest stop (with a maximum interval of 5 hours). After meal breaks and refuelling stops, the animals should be observed immediately prior to departure.
- Animals being transported by rail should be observed at each scheduled stop nearest to 5 hours since the last observation. The responsible rail transporter should monitor the progress of trains carrying animals and take all appropriate action to minimise delays.

- During stops, it should be ensured that the animals continue to be properly confined, have appropriate feed and water, and their physical condition is satisfactory.

## Article 8

### Unloading and post-journey handling

#### General

- The required facilities and the principles of animal handling detailed in Article 6 (Loading) apply equally to *unloading*, but consideration should be given to the likelihood that the animals will be fatigued.
- *Unloading* should be supervised by an *animal handler* with knowledge and experience of the behavioural and physical characteristics of the species being unloaded. Animals should be unloaded from the *vehicle* into appropriate facilities as soon as possible after arrival at the destination but sufficient time should be allowed for unloading to proceed quietly and without unnecessary noise, harassment or force.
- Facilities should provide all animals with appropriate care and comfort, adequate space and ventilation, access to feed (if appropriate) and water, and shelter from extreme weather conditions.
- For details regarding the *unloading* of animals at a slaughterhouse, see Chapter on Slaughter of animals for human consumption.

#### Sick and injured animals

- An animal that has become sick, injured or disabled during a *journey* should be appropriately treated or humanely killed (see Appendix XXX). When necessary, veterinary advice should be sought in the care and treatment of these animals.
- At the destination, the *animal handler* during transit should ensure that responsibility for the welfare of sick, injured or disabled animals is transferred to a suitable person.
- There should be appropriate facilities and equipment for the humane unloading of animals that are non-ambulatory due to fatigue, injury or sickness. These animals should be unloaded in a manner that causes the least amount of suffering. After *unloading*, separate pens and other appropriate facilities should be available for sick or injured animals.
- Feed, if appropriate, and water should be available for each sick or injured animal.

#### Addressing disease risks

- The following should be taken into account in addressing the greater risk of disease due to animal transport and the possible need for segregation of transported animals at the destination:
  - increased contact among animals, including those from different sources and with different disease histories,
  - increased shedding of pathogens and increased susceptibility to infection related to stress and impaired defences against disease, including immunosuppression,

- exposure of animals to pathogens which may contaminate *vehicles*, *resting points*, markets etc.

### **Cleaning and disinfection**

- *Vehicles*, crates, *containers*, etc. used to carry the animals should be cleaned before re-use through the physical removal of manure and bedding by scraping, washing and flushing *vehicles* and *containers* with water and detergent. This should be followed by *disinfection* when there are concerns about disease transmission.
- Manure, litter and bedding should be disposed of in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
- When disposal of a dead animal becomes necessary, this should be carried out in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
- Establishments like livestock markets, slaughterhouses, resting sites, railway stations, etc. where animals are unloaded should be provided with appropriate areas for the cleaning and *disinfection* of *vehicles*.
- Where *disinfestation* is necessary, it should be carried out with the minimum stress to the animals.

### **Article 9**

#### **Actions in the event of a refusal to allow the completion of the journey**

- The welfare of the animals should be the first consideration in the event of a refusal to allow the completion of the *journey*.
- When the animals have been refused import, the *Competent Authority* of that country should make available suitable isolation facilities to allow the *unloading* of animals from a *vehicle* and their secure holding, without posing a risk to the health of national herd or flock, pending resolution of the situation. In this situation, the priorities should be:
  - the *Competent Authority* of the importing country should provide urgently in writing the reasons for the refusal,
  - in the event of a refusal for animal health reasons, the *Competent Authority* of the importing country should provide urgent access to a veterinarian, where possible an OIE veterinarian(s) appointed by the Director General, to assess the animals' health status with regard to the importing country's concerns, and the necessary facilities and approvals to expedite the required diagnostic testing,
  - the *Competent Authority* of the importing country should provide access to allow continued assessment of the health and other aspects of the welfare of the animals,
  - if the matter cannot be promptly resolved, the *Competent Authorities* of the exporting and importing countries should call on the OIE to mediate.
- In the event that a *Competent Authority* requires the animals to remain on the *vehicle*, the priorities should be:

- the *Competent Authority* should allow reprovisioning of the *vehicle* with water and feed as necessary,
  - the *Competent Authority* should provide urgently in writing the reasons for the refusal,
  - in the event of a refusal for animal health reasons, the *Competent Authority* should provide urgent access to an independent veterinarian(s) to assess the animals' health status, and the necessary facilities and approvals to expedite the required diagnostic testing,
  - the *Competent Authority* should provide access to allow continued assessment of the health and other aspects of the welfare of the animals.
- The OIE should utilise its dispute settlement mechanism to identify a mutually agreed solution which will address animal health and any other welfare issues in a timely manner.

### **Article XXX**

#### **Species specific issues**

(To be developed)